

ARUBA NEWS

VOL. 3, No. 2

PUBLISHED BY THE LAGO OIL & TRANSPORT CO., LTD.

JANUARY 16, 1942

Fls. 19,000,000 Expansion Planned

Construction Work on New Refining Facilities To Start in Middle of 1942

All Additional Construction To Be Made in Present Plant Area

The first major plant expansion here since the construction program of 1938 was announced recently by the Lago Oil & Transport Company, in a project involving appropriations totalling Fls. 19,000,000.

The chief features in the program will be a new cracking plant, and the expansion of facilities for manufacturing aviation gasoline. All work is to be done within the present refinery limits.

While plans for the new equipment are being drawn up, the major construction work will not be under way before the middle of 1942, due to difficulties in securing necessary materials from the United States. A large number of additional employees will be required when actual building operations begin, to be recruited so far as possible from applicants here, with the balance to be brought temporarily from other islands and countries in the Caribbean area.

In addition to the growth in Aruba's importance as a supplier of petroleum products, it is anticipated that the greatly increased number of wage-earners will have a beneficial effect on the economy of the entire island.

DOWN THE ALLEY

Bowling has taken such a hold that almost any otherwise normal party is likely to break out in a rash of it. At one such, recently, a guest had read a claim in a women's magazine that Coca Cola bottles made good ten-pins for parlor bowling. An orange was pressed into service as a ball, and the idea was put to the test.

P.S. Only one frame was bowled, after which the shattered bottles were swept

Enforcement of Guard Regulations

A gratifying spirit of cooperation has been observed in connection with the recent "tightening up" of the guarding procedure at the various refinery and colony gates.

This stricter enforcement of existing rules for determining the right of each person to enter Company property is not due to any change in our situation with respect to war dangers such as sabotage, but is a logical and common-sense precaution that is followed by many companies even during peace time. During war time it is all the more important that unauthorized persons be prevented from entering areas where they have no right to be.

In addition to the present identification of all persons entering the gates, it is planned, in the near future, to institute further means of positively identifying everyone who is authorized to be in any restricted area.

It is essential that present regulations be followed, and employees and others are warned against challenging or violating the directions given by guards, who are carrying out Company orders. Those who do not forget badges, passes, or other required identification will not be inconvenienced.

up and the game discontinued for lack of pins and women's magazines.

* * *

No less than 403 strings, a record, were bowled from opening to closing time Sunday, January 4, or about 100 more than was anticipated when it was originally planned to open the alleys at

Un Expansion cu lo Costa Fls. 19,000,000 ta Worde Planeá Pa Refineria di Lago

E prome expansion grandi di e planta despues di e programa di construccion di 1938 a worde anunciá recientemente door di Lago Oil & Transport Co., Ltd., cu un proyecto cu ta envolbe apropiacionnan di Fls. 19.000.000.

Lo mas notable den e programa ta e construccion di un "Cracking Plant" nobo, i e expansion di facilidadnan pa traha gasolin pa aviacion. Tur e trabao lo worde haci ariba terreno den planta mes.

Aunque plannan pa e equipo nobo ta worde formá, e construccion mes no lo cuminza prome cu na mitar di 1942, debido na e dificultadnan na haya e materialnan necesario fo'i America. Un gran numero di empleadonan adicional lo worde requerí ora cu e construccion mes cuminza. E empleadonan aki lo worde escogí tanto como ta posibel fo'i solicitantenan aki mes, i e resto lo worde trecí temporalmente fo'i otro islanan i teranan den territorio di Caribe.

Ademas di e aumento den e importancia di Aruba como suministrador di productonan di petróleo, ta worde anticipá cu e aumento den numero di obreronan lo tin un efecto beneficioso ariba e economía di henter e isla.

the middle of the day.

* * *

The Designing and the Drafting sections of Tech Service have mustered two teams, captained by Steve Sery and Oscar Lasser, called the "Dizzies" and the "Drafties". Following the same naming system, the tournament entry lists might show up such gems as the Piples, the Stillies, and the Pumpies.

* * *

The foul line rule, which more bowlers violate than observe on the local alleys, will raise many a temperature during the tournament. So many have been falling,

Continued on Page 10

OUR PART

MOTIBO PA TA
ORGULL'OSO

December 30, 1941

Airmail Letter No. 693

Mr. L. G. Smith, General Manager
Lago Oil & Transport Co., Ltd.
Aruba, Curaçao

Dear Mr. Smith:

With the active entry of the United States into the world war it is only to be expected that each of us will be wondering how best he can serve the common cause. Both you and we realize that each of us must be prepared to contribute his full share, subordinating his personal considerations to the war effort, whether he serve in the armed forces or as an essential worker in the battle of production.

We cannot too highly emphasize the importance of Aruba Refinery, and the vital part Aruba plays in the product supply position in relation to the international war effort. There is no more effective way of utilizing the individual skill and experience of your employees than in continuing the work they are now doing, as their work is probably more important than anything they could do either by enlisting or joining the defense effort at home.

We wish to take this opportunity to convey to the management, and through the management to the employees of Aruba Refinery, our sincere appreciation of the excellent service you all are rendering both the Company and the international war effort. We are confident we can count on you to maintain the high standards which your past achievements have set.

Very truly yours,
Lago Oil & Transport Company, Ltd.
by (signed) **G. W. Gordon**
President

GWG: FR

30 di December 1941.

Carta pa Correo Aéreo No. 693
Sr. L. G. Smith, Gerente General
Lago Oil & Transport Co., Ltd.

Estimado Sr. Smith:

Cu e entrada activo di Estados Unidos den e guerra mundial nos tur mester pensa na con nos por sirbi na e causa comun di e miho manera. Tanto bosonan como nos tambe ta duna nos bon cuenta di cu cada un di nos mester ta prepará pa contribui cu tur loque e por, subordinando tur su consideracionnan personal na e esfuerzo di guerra, sea sirbiendo den forzanan armá of como un trahador esencial den batalla di produccion.

Nos no por pone suficiente énfasis ariba e importancia di Refineria di Aruba i e parti vital cu Aruba ta tuma en relacion cu e esfuerzo internacional di guerra den e posicion como suministrador di productonan. No ta existi nada mas efectivo pa utiliza e habilidad i experiencia individual di boso empleadonan cu no ta e continuacion di e trabao cu nan ta haciendo awor, pasobra nan trabao ta probablemente mas importante cu cualquier cos cu nan por a haci door di uni voluntariamente na forzanan militar.

Nos ta desea di tuma e oportunidad aki pa expresa na directiva, i pa medio di directiva na empleadonan di Refineria di Aruba, nos sincero aprecio pa e servicio excelente cu bosonan tur ta dunando tanto na Compania como na e esfuerzo internacional di guerra. Nos tin confianza cu nos por conta cu boso pa mantene e estandartenan cu boso realizacionnan pasá a alcanza.

Sinceramente,
Lago Oil & Transport Co., Ltd.
(firmá) **G. W. Gordon**
Presidente

GWG: FR

ARUBA **Esso** NEWS

PUBLISHED AT ARUBA, N.W.I., BY THE LAGO OIL & TRANSPORT CO., LTD.

The next issue of the ARUBA ESSO NEWS will be distributed Friday, January 30. All copy must reach the editor in the Personnel building by Saturday noon, January 24. Telephone 583

CONFIDENCE In a world of uncertainty, of great trends whose meaning is seldom clear, confidence is a steadying anchor of which the importance cannot be over-estimated. That the Company has that confidence in the stability and future of Aruba is evident from the recent announcement of major plant expansion, the first in four years.

Nineteen million guilders are to be spent, both to increase the capacity of the plant and to attach its operations more firmly to the aviation trend which, now and increasingly during the war and afterwards, is of major importance to the refining industry.

The future of Aruba and its great place in the petroleum world merit the confidence of the Company, and with the confidence and cooperation of loyal employees that place will be assured.

CONFIANZA Den un mundo di incertidumbre, di inclinacionnan grandi di cual nan significacionnan hopi vez no ta comprensible, Confianza ta como si fuera un anker seguro, i su importancia no por worde exagerá.

Cu Compania tin e confianza ey den e estabilidad i futuro di Aruba ta evidente fo'i e anuncio cu recientemente a worde publicá tocante e expansion grandi di planta, e di prome den di cuater aña.

Dieznuebe millón di florin lo worde gastá, tanto como pa aumante e capacidad di e planta como tambe pa mara e trabaonan conectá cu operamento di e planta mas firmemente na e industria di aviación cual, actualmente i semper aumentando durante di guerra i tambe mas despues, ta di gran importancia pa e industria di refinamento di petroleo.

E futuro di Aruba i e lugá importante cu e ta ocupá den di mundo petrolero ta merece e confianza di Compania, i cu e confianza i cooperacion di parti di fiel empleadonan e lugá ey lo worde asegura.

Regulacionnan di Vigilancia a bira mas Estricto

Un espíritu complaciente di cooperacion a worde observá recientemente, ora cu regulacionnan di vigilancia a bira mas estricto na e varios gatenan di refinaria i e colonia.

E pasonan aki mas estricto cu a worde tumá pa determina e derecho di cada persona di drenta ariba terreno di Compania no ta significa ningun cambio den nos situacion cu respecto na peligronan di guera manera sabotaje, sino un precaucion lógico i comprensible cu ta worde tumá door di tur compania, te hasta durante tempo di paz. Durante tempo di guera ta ainda mas importante pa evita di cu personanan no cu ta autorizá di drenta den luganan, unda nan no tin derecho di ta.

Ademas di e presente identificacion di tur personanan cu ta drenta gatenan, ta worde e idea ta pa aki poco tempo pone otro medionan pa identifica cada un cu ta autorizá pa

A MEDIUM TANK WEIGHS APPROXIMATELY 28 TONS — ABOUT AS MUCH AS 17 AVERAGE-SIZE AUTOMOBILES

ONE OF THE EARLIEST INVENTIONS GRANTED A U.S. PATENT WAS AN IDEA FOR AN ICE CREAM FREEZER! (PATENT NO. 3,254)

ONE MACHINE MUST BE OPERATED FOR 60 HOURS TO MAKE ENOUGH ARMOR-PIERCING BULLETS TO KEEP A MACHINE GUN FIRING FOR 1 HOUR

OKAY—WHERE'S YA WIFE?

MORE THAN 8000 SEPARATE PIECES OF METAL GO INTO A SINGLE LARGE AIRPLANE ENGINE; MANY OF THEM MUST FIT SO EXACTLY THAT THEY CAN NOT VARY MORE THAN 1/30TH OF THE THICKNESS OF A HUMAN HAIR

ANDORRA, OLDEST REPUBLIC IN THE WORLD DOES NOT ALLOW BACHELORS TO VOTE

drenta cualquier lugá cu restriccionnan especial.

Ta esencial pa sigui e presente regulacionnan, i empleadonan i otro personanan ta worde advertí di no viola of opone nan mes na e direccionan duná door di vigilantenan cu ta cumpli cu órdenes di Compania. Esunnan cu no ta lubida ficha, pas, of cualquier otro identificacion lo no haya nan mes den dificultad.

WASTE ELIMINATION IS A YEAR ROUND PROPOSITION

EVERY MINUTE EVERY HOUR, EVERY DAY, EVERY WEEK, EVERY MONTH AND EVERY YEAR.

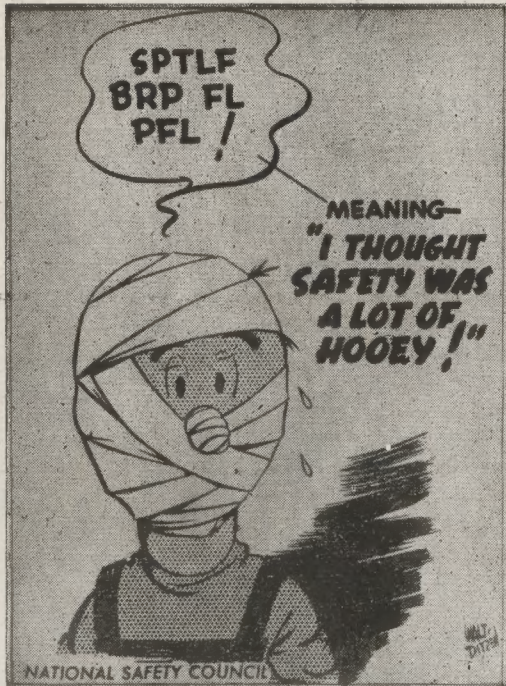
AND NO DAYS OFF.

NEWS AND VIEWS

The deep blue of tropical seas is lashed into frothy white as waves break on Aruba's rugged East point.



Un portret di e homber cu a ignora e seriedad di seguridad.



A class of electrical linemen is shown practicing artificial respiration under the guidance of Rae Brown of the Safety department. Included are Reymundo Wellman, James Arndell, Cephus Toney, Charles Hughes, Simon Wellman, Thedulio Nicholson, Voughan Canwood, Martin Edward, Jack Alexander, Timothees Pantophlet, and Andres Stamper. Pedro Maduro and Lucas Wellman are also members of the class but were absent on vacation.



Instaladornan di linea den departamento di Eléctrico ta practicando respiración artificial bao dirección di Rae Brown di departamento di Seguridad.

Un drentamento di solo magnífico ta pone fin na e dia, pero trabao na Dry Dock (mira e dos hombernan banda izquierda, arriba) ta sigui sin interrupción.

A spectacular sunset brings the day to a close, but the Drydock (see the two figures at upper left) goes on with its work.



Shown above are eight of the 11 Aruba Golf Club members that invaded Curaçao December 26 for the first anniversary tournament at the Maracaibo Country Club. Left to right are John Preston, Cy Yates, Warren Stiehl, Bob Baum, Joe Getts, Grover Barnes, Frank Burson, and Coy Cross. Other team members (who had left for Maracaibo the previous day) were Jerry Krastel, John Kelle, and Ed McCoart.

NEW ARRIVALS

A daughter, Mervin Jacinta, to Mr. and Mrs. Patricio Croes, January 2.

A daughter, Hizela Fransita, to Mr. and Mrs. Timotheus Panthophlet, January 3.

U.S. Building World's Largest Tanker Fleet

The United States is building the largest and most modern tanker fleet in the world, the Maritime Commission announced following recent awards for the construction of 49 more tankships.

The American tanker fleet, including the 62 now being built under private contract for individual operators, 97 scheduled under the Commission's program, and the 360 now in operation, will total 568 oil carriers. Great Britain, according to late figures, has 432 vessels of this type.

Most of the new ships will have a capacity of 138,000 barrels (5,796,000 gallons), and their speed will be over 14 knots, some reaching 15½. Thirteen of the Maritime Commission's high-speed tankers are already in service.

A summary of the Commission's construction program, in addition to the ships being built privately: tankers planned or under construction, 146; total estimated cost, \$ 395,000,000; total dead-weight capacity, 2,392,900 tons.

Petroleum Industry Meeting Many Demands of War Effort

Super-fuels for airplanes claim much of the attention of the petroleum industry, but at the same time hundreds of little-known petroleum products are meeting war demands. Refineries, once merely huge stew kettles which brewed kerosene or gasoline from crude oil, getting some lubricants as by-products, now are gigantic chemical factories which utilize crude oil as the raw material from which to manufacture tailor-made and essential commodities in remarkable variety and volume.

For instance, there's the case of lubricants for the bearings and surfaces of submarine fins. No ordinary grease can serve because it leaves tell-tale oil spots on the water to form a clear trail for enemies. So the petroleum industry has developed a special grease which leaves no "slick" when the underseas craft submerge. Camouflage of field equipment calls for lacquers, and lacquers call for solvents, and these are being supplied by the industry in growing quantities.

Petroleum asphalts, economical and fast of application, are being used to pave the runways of airports. White oils go to the medical departments of the armed services. High-melting-point waxes are being used to coat ammunition, treat food packages, and for other essential purposes.

Working with military experts, the petroleum industry has devised not only fuels and lubricants needed for all motorized equipment, but devices for

30 December 1941.

Luchtpost Brief, No. 693

Den Heer L. G. Smith

Dir. Lago Oil & Transport Co., Ltd.

Aruba, Curaçao

Geachte Heer Smith,

Door het actieve deelnemen van de Verenigde Staten aan den wereldoorlog is het vanzelfsprekend dat een ieder van ons zich afvraagt hoe hij de algemeene zaak het best kan dienen. U zoowel als wij beseffen, dat een ieder van ons bereid moet zijn zijn volle deel te geven en zijn persoonlijke belangen ondergeschikt te maken aan de "war effort", onverschillig of hij bij de gewapende macht dient of volstrekt noodzakelijk werk in den productiestrijd verricht.

Wij kunnen niet genoeg den nadruk leggen op de belangrijkheid van de Raffinaderij op Aruba en de vitale rol die Aruba speelt bij de plaats, die de productenvoorziening inneemt met betrekking tot de internationale "war effort". De individueele bekwaamheid en ervaring van Uwe employés kan op geen doeltreffendere wijze benut worden, dan door het werk, dat zij thans verrichten, voort te zetten, daar hun werk waarschijnlijk belangrijker is, dan wat zij ook zouden kunnen doen door vrijwillig bij de gewapende macht dienst te nemen.

Wij wenschen van deze gelegenheid gebruik te maken om aan de directie, en door bemiddeling van de directie aan de employés van de Raffinaderij op Aruba, onze welgemeende waardeering te betuigen voor de uitstekende diensten, die U allen bewijst zoowel aan de Maatschappij als aan de internationale "war effort". Wij zijn ervan overtuigd, dat wij op U kunnen rekenen ten einde het hoge peil, dat Uwe prestaties in verleden hebben bereikt, te handhaven.

Hoogachtend,
Lago Oil & Transport Co., Ltd.
(get.) G. W. Gordon
President

rapid distribution at the point of use. Among these is the "tank cow", an adaptation of the usual tank truck. This one, however, can fuel four army machines simultaneously.

Left top: An incoming tanker approaches the Delaplaine as it waits near the harbor entrance.

Center: The Delaplaine's "little sister", the tug Bonaire, which spends most of its working hours towing barges.

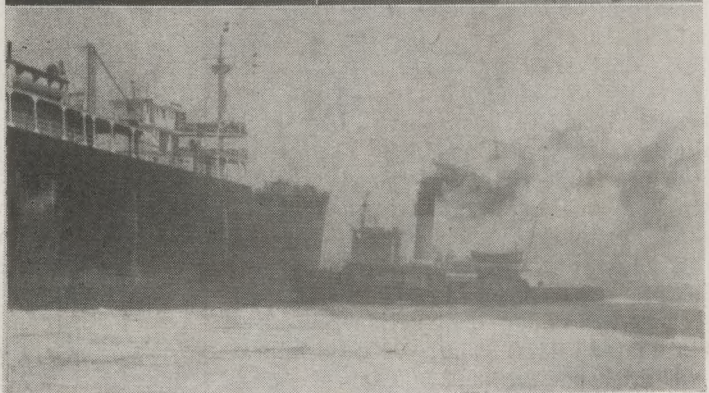
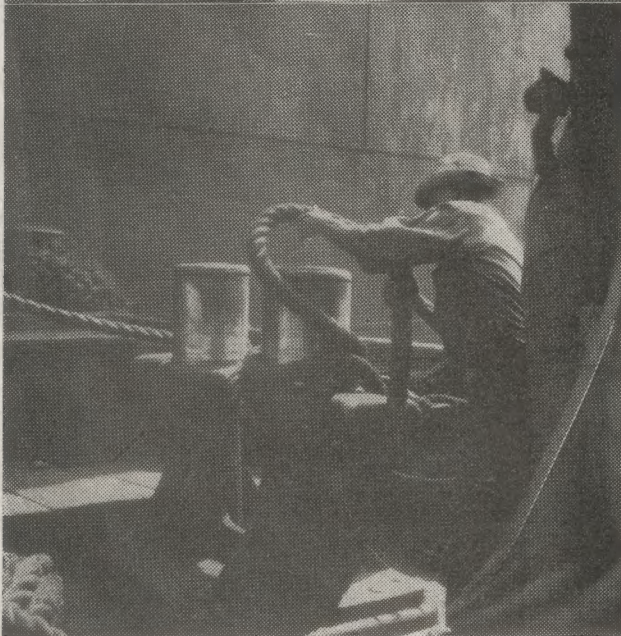
Below: Juan Kelly of the Delaplaine makes fast a heavy hawser that will be used in controlling the movement of a ship as it is eased into a berth.



Above, the Delaplaine looks almost lost in the Drydock, like a toy battleship in a bathtub.



Below: Top left, Captain Joseph Fernando in the wheelhouse. Top right, a "heaving-line" thrown from the big ship onto the deck of the tug is used to haul up a heavy hawser. At bottom, the tiny Delaplaine, dwarfed beside a ship many times its size, pushes it into position for docking.



"REFINERY HIGHLIGHTS"

Small but Mighty

One of the busiest features of a harbor that hums with activity is also one of its smallest features. The tug *Delaplaine*, which 24 hours a day and seven days a week helps keep the world's tankers moving to and from Aruba's docks, is dwarfed beside a high-riding empty tanker, but its well-padded bow and its 500-horsepower engines do work far out of proportion to the size of the boat.

Built in 1919 at New Orleans, the 23-year-old *Delaplaine* spent the first decade of her life at Tampico, Mexico, under the name *Pepe Morales*, and was brought to Aruba in 1928.

She is kept ready for action at all hours, both for docking and undocking ships and for fire duty. Occasional work includes deliveries of boiler water or drinking water to ships anchored outside the harbor; she has made tows to Curaçao, and recently rendered assistance to a ship that had run aground off the Venezuelan coast. Though seldom called on for speed, she can do 14 knots.

Her crew of 12 is divided into two groups, who rotate weekly between the 12-hour day shift and 12-hour night shift. The Master is Joseph Fernando, who has skippered the craft for the last nine years and seven months. Others are Assistant Master David Evans, Chief Engineer William Methven, Assistant Engineer George Verschuur, Bos'un Juan Kelly, Sailors Thomas Martis, Andres Romero, Pedro Velasquez, and Gilberto Barros, and Firemen Ronaldo Hazel, Oswald Richardson, and Samuel Berkel.

SERVICE AWARDS

January, 1942

10-Year Buttons

Nathaniel Byer	Drydock
Edward Todman	Drydock
Alaric Hassell	Drydock
Thomas Hughes	Drydock
Damasco van der Linde	Drydock
Dionisio Wever	Labor
James Phillips	Labor
Luciano Wever	Labor
John Wathey	L.O.F.
Pedrito Solognier	Marine Wharves
Mathias Angola	Paint
Cyrilo Florencio	Utilities

SCHEDULE OF PAYDAYS
1942

SEMI-MONTHLY PAYROLLS				MONTHLY PAYROLLS			
PERIOD	PAY DAYS		PERIOD	PAY DAYS		PERIOD	PAY DAYS
January	1-15 Friday	16-31 Monday	January 23	February 9	January	1-31 Tuesday	February 10
February	1-15 Monday	16-28 Monday	February 23	March 9	February	1-28 Tuesday	March 10
March	1-15 Monday	16-31 Thursday	March 23	April 9	March	1-31 Friday	April 10
April	1-15 Thursday	16-30 Friday	April 23	May 8	April	1-30 Saturday	May 9
May	1-15 Saturday	16-31 Monday	May 23	June 8	May	1-31 Tuesday	June 9
June	1-15 Tuesday	16-30 Thursday	June 23	July 9	June	1-30 Friday	July 10
July	1-15 Thursday	16-31 Saturday	July 23	August 8	July	1-31 Monday	August 10
August	1-15 Saturday	16-31 Tuesday	August 22	September 8	August	1-31 Wednesd.	September 9
September	1-15 Wednesd.	16-30 Thursday	September 23	October 8	September	1-30 Friday	October 9
October	1-15 Friday	16-31 Saturday	October 23	November 7	October	1-31 Tuesday	November 10
November	1-15 Monday	16-30 Tuesday	November 23	December 8	November	1-30 Wednesd.	December 9
December	1-15 Tuesday	16-31 Saturday	December 22	January 9	December	1-31 Monday	January 11

SEMI-MONTHLY PAYROLL	MONTHLY PAYROLLS
Plant Pay Office 2:30 to 5:00 p.m. on paydays only	Plant Pay Office Staff employees working in refinery area (Private P.R.) & all general works staff employees 2:30 to 4:30 p.m.
Main Office 7:30 to 11:00 a.m. on following days	Main Office Private payroll staff employees 1:00 to 2:30 p.m. Private payroll 2:30 to 4:30 p.m. General works foreign staff 2:30 to 4:30 p.m. All payrolls - on days following paydays 7:30 to 11:00 a.m.

Les den di Prome Auxilio
Ta Worde Duná como Parti
di Entrenamiento den Planta

Como resultado di e esfuerzonan di parti di e departamento di Seguridad colaborando cu e departamento di Entrenamiento, pa extende e principianan di Prome Auxilio (First Aid) na asina tanto empleado cu ta posibel, tres grupo di estudiantes ta dedica un parti di nan estudio e luna aki na entrenamiento den di Prome Auxilio.

Mas o menos 65 empleado ta inclui den e curso aki, cu a cuminsa dia 5 di Januari i lo continua durante e luna. Empleadonan di Hydro-Poly-Alky Plant, Pressure Stills i e instaladornan di linea den departamento Eléctrico ta tuma par-

ti den e instrucciónnan cu ta bao dirección di Rae Brown di e departamento di Seguridad.

Durante e curso, énfasis especial lo worde duná na respiración artificial i stopmento di sangramento, siendo cu esakinan ta e dos elementonan di mas importante den Prome Auxilio cu mester worde aplicá den casonan di emergencia.

Automobile Licenses Must
Be Secured by January 31

Employees who own automobiles are reminded that 1942 license plates must be purchased before February 1.

The charge is ten per cent above that for previous years, or Fls. 22 for six months, Fls. 44 for one year.

Lago-Aruba Cricketers Hold Curaçao to Draw in First Match, Win Second



Above, first, the presentation of trophies after the two-day cricket meet December 27 and 28 at the Lago Sport Park. Industrial Relations Manager W. C. Colby is presenting the Viana Trophy to Cyril Brown of the Instrument Shop, for the Aruba All-Stars' victory over Curaçao. (The Lago-Curaçao match was a draw, and a trophy presented by the Company will be competed for again at a later date). Second, a scene during the final match, showing a small portion of the crowd that attended.



A representative team of Lago employees held the Curaçao cricket team to a draw December 27 at the Lago Sport Park, while the following day an All-Aruba XI, most of whose players were Lagoites, defeated the Curaçao team by 60 runs.

Playing against Lago for a cup presented by the Company, Curaçao won the toss and sent the Lago team in to bat. Curaçao met with early success, the first two Lago wickets falling for 22 runs, but this initial thrust faded out before the patient but sound batting of Walters, who scored 39 including six 4's, and a fine display of 41 by Alexander, which was top score for the Lago team.

At 3:05 p.m., Fernando daSilva, Lago skipper, decided to declare his innings with the score at 173 runs for the loss of 8 wickets, sending in Curaçao with the hope of getting them out before the drawing of stumps at 5:30. The task was too much for the bowlers he had at his disposal, as facing this impossible task of making or even passing the Lago score before time was up, the Curaçao team decided to play all-out for a draw. When stumps were drawn, Curaçao had contrived to score 72 runs for the loss of 7 wickets.

Bowling honors for Lago went to Sharpe with 3 wickets for 18 runs, and for Curaçao to Abbott with 6 for 23.

The largest crowd ever to witness a cricket match at the Sport Park turned out next day to see the All-Aruba vs. Curaçao match.

They saw a strong Aruba XI practically crumble before the steady Curaçao attack. Abbott bowled a beautiful length, getting the ball to turn nicely and whip off the pitch. He got through the defense of the best batsmen of the Aruba team, and was chiefly responsible for their small score of 101 runs.

Cyril Brown, the skipper of the Aruba team, played a heroic captain's innings, and his display for 29 not out was highly praiseworthy. But he couldn't bat at both ends, and seen in the light of

Continued on following page

Left, the Aruba Cricket Board of Control, which arranged the matches between Lago employees and the Curaçao team, and is doing much to promote cricket here. Front row, left to right, Cyril Brown, Fernando da Silva, Bertie Viapree, and Joseph Lalsee. Back row, Carl Worrell, Robert Vint, Felix West, Joseph Butts, and Henry Nassy.